

CENTRAL INTELLIGENCE AGENCY

~~C-O-N-F-I-D-E-N-T-I-A-L~~

REPORT

DATE DISTR. 15 November 1955

REQUIREMENT NO. RD

REFERENCES

This is UNEVALUATED Information

25X1

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE.

USAF review completed.

C-O-N-F-I-D-E-N-T-I-A-L

STATE #	X	ARMY #	X	NAVY #	X	AIR #	X	FBI		AEC	
---------	---	--------	---	--------	---	-------	---	-----	--	-----	--

(Note: Washington distribution indicated by "X"; Field distribution by "#".)

INFORMATION REPORT INFORMATION REPORT

25X1

CONFIDENTIAL**REPORT**

25X1

COUNTRY Rumania**DATE DISTR.** 28 Oct 1955**SUBJECT** Rumanian State Security Units**NO. OF PAGES** 4**DATE OF INFORMATION****REFERENCES:**

25X1

PLACE ACQUIRED**THIS IS UNEVALUATED INFORMATION**

25X1

State Security (Securitatea de Stat) was directly subordinate to the Ministry of Internal Defense (MAI) and had its headquarters at Stalin Place in Bucharest. See page 4 for [redacted] sketch of part of Constanta

25X1

25X1

- a. Ovidiu Place (Piata Ovidiu) also called Piata Independentii (Independence Place).
- b. The city hall (sfatul popular).
- c. Traian Street which was cobblestoned and which was approximately seven meters wide; this street had medium traffic.
- d. Stalin Street (formerly called Strada Carol), a main street in the heart of Constanta; it was partly cobblestoned and partly asphalted. Approximately eight or nine meters wide, it had medium traffic.
- e. Mircea Street was also called Mirceacel Batran and had the same construction as Point c. above.
- f. A street which was formerly called Marcu Aureliu. [redacted]
- g. Headquarters of the Regional Directorate of Labor (DRM) in Constanta.
- h. The State Bank (Banca de Stat).

25X1

25X1

CONFIDENTIAL

25 YEAR RE-REVIEW

25X1

CONFIDENTIAL
-2-

1. Sturza Street whose present name is unknown [] this street was approximately seven or eight meters wide, was asphalted, and was in very good condition. 25X1
- j. Headquarters of the State Security of Constanta on Sturza Street.
- k. A street formerly called Basarabi Street; its present name is unknown []. Practically all the houses on this street were requisitioned for the families and dependents of members of the Soviet forces. 25X1
- l. Karl Marx Boulevard, which was approximately eight meters wide, asphalted, and in good condition. 25X1
- m. A street formerly called Cantacuzino Street and whose present name is unknown [] the street is of asphalt, six meters wide, and in good condition.
- n. A street formerly called Lascar Catargiu; its present name is unknown []. This street was seven meters wide, cobblestoned, and had little traffic. 25X1

The Rumanian State Security had its own aviation units. In the region of Constanta, these units used the Constanta/Palas Airfield (N 44-10, E 28-36). The airfield was guarded by Rumanian border guards (Graniceri) which were subordinate to the Ministry of Internal Defense rather than to the Ministry of Armed Forces. At the Constanta/Palas Airfield, there were approximately 30 border guard soldiers which formed one platoon.

The State Security at the airfield had four AERO-45-type aircraft and one Fieseler-Storch; [] the Fieseler-Storch was badly damaged. [] the plane was damaged during a routine flight between Constanta/Palas and Sfantu-Gheorghe (N 44-55, E 29-37). A Rumanian Air Force major, name unknown, was CO of this State Security aviation unit at Constanta/Palas and also of the platoon of border guards that guarded the airfield. 25X1

[]

The Fieseler-Storch was used to transport food to border guards stationed along the Rumanian sea shore between Constanta and the Danube. On one of these trips, the Fieseler-Storch had been damaged while landing. At the time [] this aircraft was located at Constanta/Palas Airfield. 25X1

The State Security flying personnel at Constanta/Palas consisted of four officers, including the CO, who was a major. [] Lt. Stoichici (fnu) as one of the four officers. 25X1

The pilots and navigators among the State Security's aviation unit were recruited from the Rumanian Air Force after they finished pilot training school or navigation school. [] Zaharia Ivancea, was promoted to lieutenant on 30 December 1954 at the pilot's school in Buzau (N 45-09, E 26-50) and was sent directly to the State Security in Bucharest. 25X1

CONFIDENTIAL

25X1

CONFIDENTIAL

-3-

8. [redacted] only pilots with little skill, i.e., those who would not be good fighter or bomber pilots, were sent to the State Security aviation units. Not much emphasis was placed on their political background; for example, Ivancea was not a Party member.

25X1

9. [redacted] up to 1954 the State Security chose its pilots and navigators from a one-year special pilots school in Bucharest.

25X1

[redacted] this school was neither directed nor supervised by Rumanian Air Force Headquarters.

10. Pilots and navigators attached to the State Security were exactly the same uniforms as the officers of the Rumanian Air Force; they had no distinctive insignias. The uniforms of the regular State Security officers, NCOs, and EMs were the same as those of the Rumanian ground forces; the shoulder boards were green with blue piping and the service caps were blue.

11. [redacted] 25X1

[redacted] the women in the State Security held clerical and guard jobs in womens' camps or public institutions.

25X1

[redacted] there were very few women in the State Security service.

25X1

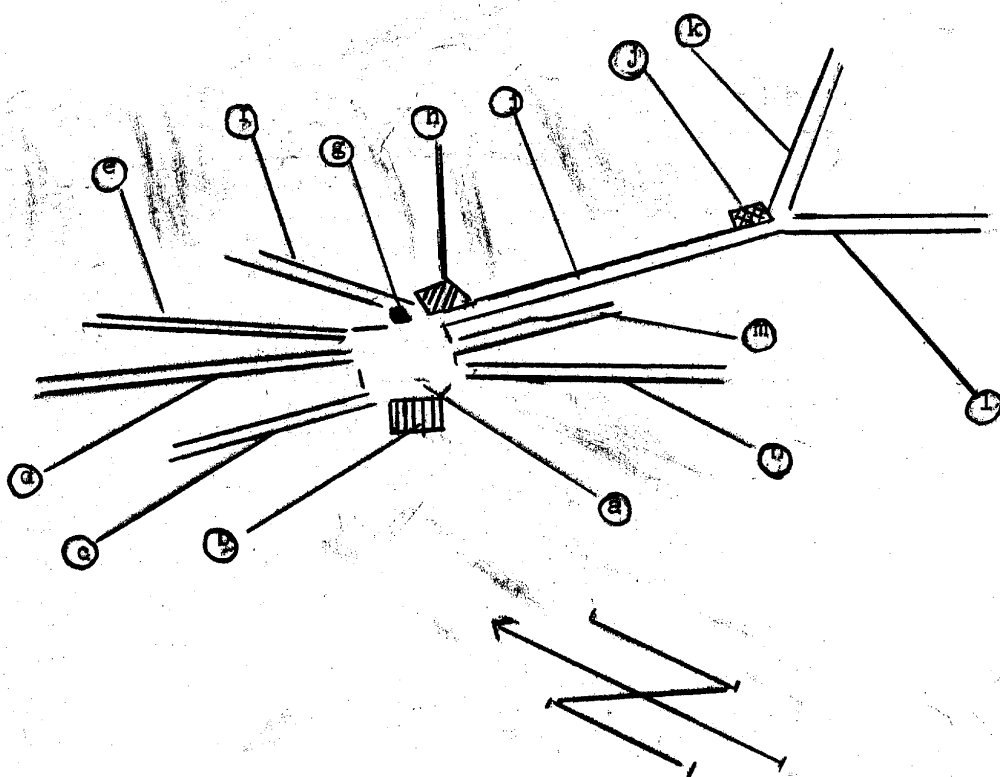
CONFIDENTIAL

CONFIDENTIAL
-4-

25X1

Sketch of Part of Constanta, Rumania

25X1



CONFIDENTIAL